JONES & TAYLOR,
Stevedores and Contractors.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1370. 日五十月十年五十二緒光 FRIDAY, NOVEMBER 17, 1899. 五拜禮 號七十月一十英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... " 12,000,000
CAPITAL UNCALLED..... " 12,000,000
RESERVE FUND ..... " 7,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.
Hongkong, 4th October, 1899. [382

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
David Meyer Moses, Esq.

E. Goetz, Esq.	A. McConachie, Esq.
A. Haupt, Esq.	A. J. Raymond, Esq.
R. H. Hill, Esq.	P. Sachse, Esq.
The Hon. J. J. Keswick.	R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.
Hongkong, 16th October, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	HANKOW.
CHEFOO.	PEKING.
CHINKIANG.	SWATOW.
FOOCHOW.	TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "

E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 30th May, 1899. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [31

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

—(:o:)—

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
S'HAI & KOBE..	*Nankin*	C. D. Bennet, R.N.R.	...Daylight, 19th Nov.	..Freight only.
LONDON, &c...	*Bengal* *	S. Barcham	...Noon, 25th Nov.	...Freight or Passage.
SHANGHAI	...*Coromandel*...	F. W. Vibert, R.N.R.	...About 25th Nov.	...Freight or Passage.
LONDON.....	*Malacca*	E. G. Andrews	.....About 30th Nov.	...Freight or Passage.
LONDON.....	*Japan*	G. K. Wright, R.N.R.	....About 14th Dec.	...Freight or Passage.

* (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.
Hongkong, 17th November, 1899. [5

IMPERIAL GERMAN MAIL LINE.

—:o:—

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
KONIG ALBERT	WEDNESDAY, 13th December.
PRINZ HEINRICH	WEDNESDAY, 27th December.
PREUSSEN	WEDNESDAY, 10th January.
KARLSRUHE	WEDNESDAY, 24th January.
SACHSEN	WEDNESDAY, 7th February.
OLDENBURG	WEDNESDAY, 21st February.
BAVERN	WEDNESDAY, 7th March.
STUTTGART	WEDNESDAY, 21st March.
KONIG ALBERT	WEDNESDAY, 4th April.
WEIMAR	WEDNESDAY, 18th April.
PREUSSEN	WEDNESDAY, 2nd May.
HAMBURG, (Hamburg Amerika Linie)	WEDNESDAY, 16th May.
PRINZ HEINRICH	WEDNESDAY, 30th May.

ON WEDNESDAY, the 13th day of December, 1899, at NOON, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain O. Cüppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.
Hongkong, 17th November, 1899. [1394a

HONGKONG HOTEL.

NEW ROOMS
At Moderate Daily Rates.



PHONOGRAPHS.

THE NEW HOME PHONOGRAPH
(GENUINE EDISON) WITH FITTINGS.
PRICE $80.
LANE, CRAWFORD & CO. [1286a

THE VERY LATEST,
Ex. S.S. SHANGHAI.

—:o:—

AN UNPRECEDENTED SHOW OF
FASHIONABLE WINTER GOODS
NOW ON VIEW.

W. POWELL & Co.,
Immed. Opposite P.O., 1st floor.
27]

Intimations.

CHOICE SELECTION OF SWEETS.

JUST LANDED.

IN SPLENDID CONDITION.
"Reviving Sweets repair the Mind's Decay."—POPE.

CADBURY'S CHOCOLATE CREAMS,

A LARGE VARIETY IN FANCY BOXES, AT POPULAR PRICES.

PASCALL'S GOLDEN MALTEX, EVERTON TOFFEE,
LEMON BARLEY SUGAR, ALMOND FLOTS,
RASPBERRY DROPS, APRICOTINES.

Watkins, Limited,
66, QUEEN'S ROAD CENTRAL, HONGKONG. [14

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

—:o:—

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

27] DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR,
Manager.
CITY OFFICE, 7, Duddell Street.
Hongkong, 31st October, 1899. [28

BLATZ,

A LIGHT, SPARKLING
AMERICAN BEER,
WELL BREWED AND CAREFULLY BOTTLED.

SOLE AGENTS:—
H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD.
Hongkong, 17th October, 1899. [20

JUST LANDED.

Telephone 75.

GIESLER & CO.'S
CHAMPAGNE.
In Magnums—Bottles and Half Bottles.

One of the most popular Brands in ENGLAND and the UNITED STATES.

CALDBECK, MACGREGOR & CO.,
Sole Agents for
Hongkong, China, Japan, the Strait Settlements, the Philippines and British North Borneo.
Hongkong, 18th October, 1899. [15

THE
CLUB HOTEL,
LIMITED.

—:o:—

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.
Yokohama, 1st October, 1897. [36

HONGKONG RIFLE ASSOCIATION.

OWING to Bad Weather the INTERPORT MATCH is POSTPONED to TO-MORROW, the 18th instant.

The following will form the Team:—
Messrs. BLAIR, BOWERY, CARLYLE, CLARKE, HILLS, MARSHALL, MCLENNAN, SKELTON, WALLACE and WATSON.
Reserves:—
Messrs. LAMMERT, STACKWOOD and TOLLER.

All Members of the Team, Reserves and Umpires are requested to be on the ground at 2 P.M. Punctually.

MOWBRAY S. NORTHCOTE,
Hon. Sec.
Hongkong, 14th November, 1899. [35

SHOW OF CRYSANTHEMUMS.

MR. DORABJEE NOWROJEE begs to intimate to his Friends and the General Public that his fine Collection of CRYSANTHEMUMS will be on show in the Gardens at Kowloon Hotel for one week, commencing THURSDAY, the 16th instant.

Entrance by Chater and Elgin Roads.
Hongkong, 14th November, 1899. [1423a

TUITION IN DANCING.

MR. A. HAHN'S DANCING CLASSES will re-commence on 1st November next.

Intending Pupils are respectfully requested to send their Applications Early in order that Time and Terms may be arranged.

A. HAHN,
No. 10, Ice House Street.
Hongkong, 21st October, 1899. [1330a

Entertainment.

MR. J. F. HEYMANS,
VIOLINIST,
DIPLOME OF THE ROYAL CONSERVATOIRE LIEGE AND BRUSSELS,
Begs to Announce that he will give
A CONCERT
in the
ST. ANDREW'S HALL, (CITY HALL),
TO-MORROW
(SATURDAY), the 18th November, 1899,
at 9 P.M.

Under the Distinguished Patronage of
Their Excellencies
Sir HENRY A. BLAKE, G.C.M.G., Governor and Commander-in-Chief,
and
Vice-Admiral Sir EDWARD H. SEYMOUR, K.C.B., Commander-in-Chief on the China Station.

Violinists.—
Messrs. Heymans and C. Schröter.
Vocalists.—
Mrs. Vallings & Messrs. Grace & Van Nierop.
At the Pianoforte.—
Messrs. E. Dannenberg, G. P. Lammert and A. G. Ward.
At the Organ.—Mr. A. G. Ward.

BOX PLAN at ROBINSON PIANO CO.
SEATS $2.00
Hongkong, 15th November, 1899. [1428a

Masonic.

JUBILEE LODGE OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 18th instant, at 8 for 8.30 p.m. When a Short Address will be given by Wor. Bro. H. W. WOLFE, on the Principle Roma in I..... Visiting Brethern M.M. are cordially invited to attend.
Hongkong, 16th November, 1899. [1432a

To be Let.

TO LET.

ONE LARGE ROOM, suitable for OFFICE, with Immediate Possession.
Apply to
A. HAHN,
No. 10, Ice House Street.
Hongkong, 15th November, 1899. [1429a

OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate Possession.
Apply to
W. DANBY,
Civil Engineer & Architect.
Hongkong, 7th October, 1899. [1281a

To-day's Advertisements.

EASTERN EXTENSION AND GREAT NORTHERN TELEGRAPH COMPANIES.

I HAVE This Day RESUMED CHARGE of the above Companies' Office in Hongkong.

F. VON DER PFORDTEN,
Manager-in-China,
EASTERN EXTENSION TELEGRAPH CO.
Hongkong, 17th November, 1899. [1436a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)
GROUND FLOOR, 52, PEEL STREET.
OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD." MAGAZINE GAP.
ERANIE'S BUNGALOW, KOWLOON.
GODOWNS at KENNEDY TOWN.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th November, 1899. [12

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain K. Sobajima, will be despatched for the above ports, on MONDAY, the 20th instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 17th November, 1899. [1213a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched on MONDAY, the 20th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th November, 1899. [1377a

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on MONDAY, the 20th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th November, 1899. [1376a

OCEAN STEAMSHIP COMPANY.

FOR AMOY.

THE Company's Steamship

"BELLEROPHON,"

Captain Lyons, will be despatched on on MONDAY, the 20th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th November, 1899. [1397a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain Almond, will be despatched for the above port, on TUESDAY, the 21st instant, at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 17th November, 1899. [1434a

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched as above on SATURDAY, the 25th instant, at Noon.
This Steamer has Superior Accommodation for First Class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 17th November, 1899. [1435a

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

	Per Case 1 doz.
A.—THORNE'S BLEND, White Capsule	$10.80
B.—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C.—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with name and Trade Mark	12.00
D.—WATSON'S H.K.D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited.
THE HONGKONG DISPENSARY.

MARRIAGE.

On 31st October, at the Yokohama British Consulate, and afterwards by the Rev. E. Champneys Irwine, M.A., at the Public Hall, WILLIAM WOODUS GREENE, Chief Officer in the Nippon Yusen Kaisha, to JESSIE MATILDA BOOTH, third daughter of Geo. Booth, of Yokohama.

DEATH.

At the Shanghai General Hospital, on the 11th November, BESSIE ANDERSON, the dearly beloved wife of William Thomson, aged 43 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 17, 1899.

NOTES AND COMMENTS.

When KRUGER wired his American supporters that this war would stagger humanity, although we were inclined to smile supercilliously, at what we considered Boer arrogance, had we given the matter further consideration we should have recollected that there were more ways of staggering humanity than by a wholesale slaughter of brave men, in legitimate warfare, and it must be confessed that they have, if we can credit the information which has come to hand, chosen a very effective method of fulfulling that threat, but one which will be well calculated to bring upon them the contempt of even their own European supporters. On one side there is positive confirmation that the Boers have fired on flags of truce and from the other side, we have wires which so far lack confirmation, that Cronje is shelling the Hospitals and the women's laager. The Boers profess to be bound by the articles of the Geneva Convention, and by the Geneva Convention the red cross flag which, waves above the sick and wounded of friend and foe alike, renders the building or vehicle beneath its folds, safe from hostile act or demonstration, whilst the white flag is regarded by all civilized nations, as a sacred emblem of non resistance, or peaceful overture. When therefore we find that utter disregard is shewn to the Claims of the one whilst the other is used as a treacherous decoy, the war on their side becomes degraded from an honourable though mistaken effort to murderous attempts to massacre brave men and inoffensive women and children, to say nothing of helpless men, wounded and perhaps dying, many of whom may be their own kith and kin. Such barbarity takes us back to Balaklava when the Russian gunners staggered humanity by pouring in their deadly volleys of grape amongst the mass of struggling combatants, mowing down friend and foe alike, as the remnant of the immortalized six hundred cut their way back *ofer their heroic charge*. Of course we can do little more than protest; we cannot indulge in reprisals. However bitter we may feel, we must swallow down our wrath and go on with the war on our side, with the same spirit of humanity and chivalry, which has always distinguished us in our struggles even with our most barbarous and bloodthirsty foes.

THE MILITARY ASPECT IN SOUTH AFRICA.

We have been favoured with the following resumé of the present position in South Africa by a competent observer and student of military matters. In the main we concur, but not on all points.—Ed., *H.K.T.*

The General impression on the situation in South Africa seems to be one of confidence, or at any rate is not calculated to alarm, but if we look a little closer at recent events I think a certain apprehension must be felt as to the immediate future. We cannot conceal from ourselves the fact that our soldiers are unable to meet the Boers in the field when the numbers of the latter considerably preponderate. There can be no doubt that we have underestimated our enemy, not only as to numbers as Lord Wolseley has recently said, but also as to their fighting capacity. They are certainly superior to us in mobility, precision of fire and knowledge of the country forming the theatre of war, and they appear to be our equals in dash, bravery, obstinacy to acknowledge defeat, and, must I add, in tactics, while the destruction of the Free State Railways, and the cutting of wires and communications elsewhere as well as their initial concentration in the north of Natal, shew that they are not far behind in strategy.

* * *

It is very difficult, with the meagre information at our disposal, to determine the strength of the belligerents at the various points, but if we assume the present garrison of Ladysmith to be 10,000, of Mafeking to be 3,500 and of Kimberly to be 3,000, and the Boers to be double these numbers, we shall not be far out. This estimate is excluding the possibility, at present, of any reinforcements from the Army Corps, having reached the above named places. It must not be forgotten that these garrisons are in a critical state. I notice that they do not feel strong enough to make effective sorties. The efforts that have been made in this direction have not, so far, been productive of decisive results. It is known that we are inferior in the calibre and range of our guns and also that communication with these places, except of the most precarious kind, is cut off. Our despatches are dated several days back, and we do not know what may be going on. But what we do know is that the Boers will strain every nerve, and resort to any expedient to effect, if possible, the downfall of one or more of these towns, before reinforcements can arrive.

* * *

We should, I think, receive with the greatest caution, reports of Boers firing on flags of truce &c. Telegraphic corroboration is not sufficient to warrant entire acceptance of such news. The Boers may have peculiar notions of warfare, but their treatment of our wounded and of their prisoners so far, shews that they are not the barbarians that some wish us to believe. Even if it were true, one or two isolated examples at the early stages of a campaign, need not lead us to suppose that they had the authority of responsible leaders.

If the latest accounts of the disaster at Nicholson's Nek (as given by your evening contemporary) are accepted as true, it shews a very serious state of things indeed on our side. It is incredible, without further evidence, that the blunder of one young officer and 10 men, could cause the surrender of over 800. Superior officers would not endorse his act. If he were in touch with the remainder of the force, his premature act could have been stopped. If, on the other hand, he were isolated, his action need not necessarily have included the whole force. Judgement and even criticism must, I think, be suspended on this point until fuller accounts have been received.

OBSERVER.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE WAR.

Mafeking.

LONDON, November 15th.

The *Times* Correspondent at Mafeking states that despite of three protests the Boers are deliberately shelling the hospital and the women's laager, both of which are beyond the limits of the town. The garrison is certain to hold out until the end of the campaign.

Re-inforcements.

1728 more troops arrived at Capetown yesterday.

(From Japanese Papers.)

Russian and Korea.

SEOUL, November 8th.

It is stated that M. Stein, the Russian Chargé d'Affairs in Seoul, has intimated to the Korean Government that the negotiations on the Masanpho question will be suspended until the arrival of M. Pavloff, as the Minister was bringing instructions from the Russian Government on the matter. This report is probably correct. M. Pavloff is expected to arrive here before the end of this year.

Stranding of the "Satsuma-maru."

SHIMONOSEKI, November 8th.

The N.Y.K. *Satsuma-maru* got aground on Monday night off Izugahara, Tsushima. No damage has occurred to the hull of the steamer, and the passengers and crew are safe.

[The *Satsuma-maru* left Kobe on the 2nd inst. on her first voyage on the Newchwang line viâ Korea, and the accident occurred at 11 p.m. on the 6th inst., when she was leaving Izugahara.]

WEATHER REPORT.

The Observatory report says:—

On the 17th at 11.55 a.m. the barometer has fallen slightly on the E. coast of China, risen a little in Luzon. The depression seems to be almost stationary near the Balingtang Channel. The high pressure area remains central over Mid China. Gradients continue steep, with heavy weather in the Formosa Channel and N.E. part of the China Sea. FORECAST:—Fresh N. winds; fine.

LOCAL AND GENERAL.

H.M.S. *Iphigenia* is expected from Shanghai about the 21st inst.

H.M.S. *Woodcock*, from the Yangtze, arrived at Woosung on the 12th inst.

IT is reported that Admiral Seymour will go south shortly in the *Hermione*.

COMMISSIONER Kang Yi arrived at Shanghai from Hongkong by the *Kwanglee* on the 12th inst.

LIEUT-COM. OLDHAM arrived at Shanghai on the 12th instant to take command of H.M.S. *Snipe*.

H.M.S. *Brisk* was to leave Woosung on the 13th instant for Wuhu, stopping at the several ports *en route*.

H. H. Prince Komoye left Shanghai on the 12th instant in the China Merchants' steamer *Hsincht* for Chefoo.

IT is stated that an application to open mines in Kansu, made by a Belgian merchant, has been refused by the Viceroy.

THE Hongkong team for the Interport Rifle Match will fire to-morrow afternoon, as announced in an advertisement on our front page.

MR. ODAGIRI, Consul-General for Japan at Shanghai, and Mr. Kato, Minister to St. James', arrived at Shanghai from Peking on the 11th instant.

H.M.S. *Barfleur*, with Rear-Admiral FitzGerald on board, is expected to arrive here about the 28th inst. Rear-Admiral Bruce will join her in Hongkong.

DR. HOUILLON, who arrived at Shanghai by the last French mail, goes to Tientsin where he has been appointed professor in the college of medicine.—*Echo*.

THE Wuhu correspondent of the *Shanghai Mercury*, writing on the 8th inst., tells of the arrival from up-river of the U.S. Minister at that port in the *Monocacy*.

A WHITE tiger-skin is advertised for sale in Calcutta. The animal was shot in Assam. Lord Curzon is anxious to inspect the skin when he returns to Calcutta.

MR. J. McLeavy Brown, the head of the Customs and other government departments at Seoul, arrived at Shanghai on the 12th instant from Corea and is stopping at the Astor House.

TO-MORROW afternoon on the Happy Valley on the ground of the Hongkong Football Club in the first round for the Hongkong Football Challenge Shield, C Company, R.W.F. will play B Company, R.W.F. Kick-off at four o'clock.

KWOK LING, a coolie of no fixed abode, was this morning, at the Magistracy sentenced to six months imprisonment with hard labour for stealing 16 pieces of iron chain, one zinc cross and one zinc ring, value $18, the property of the groundholders in the Colonial Cemetery.

A NATIVE paper says that the Chinese Government has ordered the Sub-Director of Northern Railways Chang Yi, to commence mining operations at Seshan near Peking, in order to put an end to the desire of the Italians for those concessions which were refused them.

ACCORDING to the *Shanghai Mercury* the Viceroy of Liangkiang has put the students who have completed their studies in the Nanking Naval College on board the Chinese man-of-war *Huanlai* which will cruise in the waters of Tientsin and Korea, in order to enable them to gain practical experience in navigation.

A CRICKET match was played between teams from H.M.S. *Humber* and *Centurion* yesterday afternoon. The *Humber* contingent accumulated 160 with a loss of seven wickets and closed their innings. Then the *Centurion* team (not by any means a representative one) went in and scored 56 with a loss of four wickets.

IT is feared, says an exchange, that the Boers on the Rand intend to shoot Mr. Robertson, who is a friend of Mr. Rhodes. Robertson is charged with recruiting. He asserts that his action is misunderstood, as he is not engaged in recruiting as alleged, but is merely seeking assistance to remove the women and children from the towns.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.:—

PROGRAMME.

March ..... "Cheer up! Never say die" ..... Hume.
Valse ..... "Beauty's Daughters" ..... Lothian.
Selection ..... "Reminis: of Ireland" ..... Godfyre.
Gavotte ..... "Intermezzo" ..... Hall.
Song ..... "Quand tu chantes" ..... Gunod.
Polka ..... "Shop Girl" ..... Bucalossi.
"God save the Queen."

A LONDON telegram of 27th ulto. says:—Mr. Guthrie, the Conservative candidate, has been elected for the Bow and Bromley division of the Tower Hamlets, in place of the Hon. Lionel Holland, resigned, and defeating Mr. Spender, the Radical candidate, by 2,205 votes. The polling was as follows:—Guthrie 4,328, Spender 2,123. The seat was contested on the Transvaal policy of the Government.

AT a meeting of Lodge St. John, 618, S.C., held on Saturday night last, the following officers were elected for the ensuing year:—R.W.M. H. B. Bridger; W.S.W. W. Muskett; W.J.W. N. K. Davidson; Treasurer W. C. Taylor; Secretary J. A. Tarrant; S.D. H. Jewitt; J.D. J. S. Sanderson, Organist J. McL. Farr; Director of Ceremonies W. Farmer; Stewards A. Ritchie and F. Allen; I.G. W. M. Everall and Tyler B. Jorus.

TO-MORROW afternoon, on the ground of the Engineers' Football Club (Causeway Bay), a team representing the Hongkong Volunteer Corps will play the 38th Coy., R.A. Kick-off at 4.15 p.m. sharp. The H.K.V.C. team will be:—P. A. Cox, goal; J. Henderson and G. Tuohy, backs; A. Ritchie, G. T. Wilson and W. H. Howard, half backs; R. Henderson, R. Lapsley, R. Duncan, D. Smilie and J. D. Danby, forwards.

ON Thursday last, says the *N. C. D. News* of 13th instant, the officers of the Indo-China Steam Navigation Company presented Mrs. *Colin Buchanan, the wife* of the Company's Marine Superintendent, with a magnificent diamond bracelet on the occasion of her marriage. Sincere good wishes for her future happiness and prosperity accompanied the gift. Owing to the unavoidable absence of Mr. H. Cox, who was acting on behalf of the officers, the presentation had been delayed.

A CHINAMAN is always ready with an excuse. This morning Lance Sergeant Robert McDonald saw two men crouching down in a garden as if trying to conceal themselves; when they saw him they ran away. He followed and arrested one man. When before Mr. Gompertz the prisoner said he was looking for frogs and he ran away because a dog was after him. As his opinion of the Lance Sergeant did not appear to be a complimentary one, or for looking for frogs in private grounds, two months' hard labour was imposed.

IT is reported, says the *Shanghai Mercury*, that when Governor Hu Pingchih, of Shansi, was removed from office the intention of the Chinese Government was to give the appointment to Di Pinghöng, the former Governor of Shantung, dismissed at the request of the Germans in connection with the murder of the two priests at Tsaochow, but was prevented from doing so by the strong protest of the foreign Ministers at Peking.

THE Hongkong Cricket Club will play their first Match against the Navy to-morrow, starting at 11 a.m. The following will compose the Teams:—

H.K.C.C.—Rev. Vallings, Capt. Langhorne, R.A., Messrs. Cox, Hill, R.W.F., Johnson, R.W.F., Maitland, Mast, Lee, Hancock, Ross, Wilde.

Royal Navy.—Captain Jellicoe, R.N., Lieut. Powlett, R.N., Farie, R.N., Wood, R.N., Reinold, R.N., Drs. Sherwood, R.N., Tuck, R.N. Messrs. Franklin, R.N., Bull, R.N., Manisty, R.N., De Thoren, R.N.

THEIR Excellencies the Governor and Prince Henry of Prussia, will leave this evening by the Canton boat, for the West River. They propose to go as far as Wuchow in the *Sandpiper*, returning to Canton on Tuesday. The Governor will then return to Hongkong leaving Prince Henry in Canton where he will be joined by Dr. Reiloff, the German Consul, who will remain with His Excellency during the remainder of his excursion. The Prince who has been staying with Dr. Reiloff since his arrival here, has, we understand, enjoyed his visit thoroughly, very much appreciating the exhilirating air and picturesque views obtainable from the Doctor's residence at the Peak.

THE new Taotai of Shanghai, Yü Lien-yuan, gave the usual formal dinner, inaugurated during Tsai Taotai's term of office, at the Bureau of Foreign Affairs, Building Well Road, in honour of the Empress Dowager's birthday on the afternoon of the 12th instant to the principal Consular officials, foreign naval officers in port, and native officials. About 40 foreigners and some 20 Chinese were present, but the U. S. Minister was not able to attend. Theatricals went on all the time. Mr. Valdez, the Senior Consul, proposed the health of the Emperor and Empress Dowager while the Taotai toasted the Rulers of the States represented at the banquat. The Hall was beautifully decorated and several photographs were taken of the guests as they sat at table. The British Consulate-General was represented by Messrs. Bourne and Mayers.

IT is reported that a passenger of the *Saiko Maru* met with an unpleasant experience on the voyage to Hongkong. At Nagasaki he was engaged in taking photographs of some of the scenery, from the ship, when he was suddenly pounced upon by an irate Japanese official profusely and impressively gilded and who turned out to be an Admiral, who, without in the least regarding the gentleman's explanation that he was not in any way engaged in illicit operations, forcibly confiscated both films and camera, we are informed too, with very scant politeness. It was afterwards explained to him that orders had been issued that no cameras were to be used by visitors in Japan, the reason being that it was a necessary precaution to circumvent the activity of any Russian spies who it was feared were likely to be visiting Japanese shores. The gentleman's camera was restored to him on his arrival here, but his films were destroyed after being developed.

THE INTERPOST RIFLE MATCH.

We are informed that a telegram has been received from Shanghai stating that the Shanghai team made 887 points in the Interport Rifle Match. Hongkong fires to-morrow.

POSTAL FACILITIES AT THE WEST RIVER PORTS.

The Secretary of the Hongkong General Chamber of Commerce fowards the following correspondence for publication:—

THE CHAMBER TO THE POSTMASTER GENERAL.

Hongkong General Chamber of Commerce,
Hongkong, 15th November, 1899.

Dear Sir,—Will you be so good as to inform this Chamber what postal facilities there are in the West River Ports, whether letters can be registered, and whether any money order system exists?

I am, Dear Sir,
Yours faithfully,
R. CHATTERTON WILCOX,
Secretary.

Capt. Hastings, R.N., Postmaster General.

THE POSTMASTER GENERAL TO THE CHAMBER.

General Post Office,
Hongkong, 15th Nov., 1899.

Sir,—I have the honour to acknowledge the receipt of your letter of even date.

There are Imperial Chinese Post offices at Wuchow, Kongmoon and Samshui (the latter only recently opened).

There is no exchange of Money Orders with Chinese offices. Correspondence can be registered for the above named places.

The service is tri-weekly as advertised in the mail notice. In addition four vessels with Chinese masters ply on the river but as the Postal Officer at Tamshui notifies that "owing to the present insecurity at the West River *Registered Mail Matter* will only be transmitted by steamers carrying Foreign Officers," this office will do the same, viz.; dispatch registered mail by the European officered craft only, viz., the '*Wuchow*,' '*Samshui*,' '*Saikang*,'

I am, Sir,
Your obedient servant,
(Signed) W. C. H. HASTINGS.
Post Master General.

THE "CHARLESTON."

It is reported that the U.S. cruiser *Charleston*, which was wrecked off Luzon two weeks ago, has slipped from the rocks and sunk in deep water. There is no confirmation of this—Consul General Wildman having so far, no information on the subject.

NEW YEAR PARCELS.

Parcels for the United Kingdom must be posted before 3 p.m. on Friday 24th inst. They are all due in London on 21st December.

Senders of Parcels are, however, requested to post them a few days in advance.

A NATIVE SCHOOL AT SHANGHAI.

Now that there is on foot a scheme to establish municipal schools for the Chinese children in these settlement, says the *Shanghai Mercury*, it may not be amiss to inquire what the Chinese are doing themselves toward the education of their children and what desire, if any, exists for an acquaintance with the learning of the West. Quite a number of schools have been established by native enterprise within the past two or three years for the teaching of English, mathematics, and the physical sciences. Some of these, it is to be feared, are very poorly equipped for their work and give employment to teachers who ought rather themselves to be taught.

It is pleasant under these circumstances to notice a school that is doing very creditable work within the native city of Shanghai. Not far from the Great East Gate is located the ancestral home of the Wangs whose large and numerous buildings, extensive courts, and gardens, fitted with fish-ponds, arbors and grottoes, must have been in other days a delightful place of residence. A descendant of its ancient owner, Mr. Wang Liuseng, has established here a boarding school for boys under the name of the *Yuh Tsai Shu Yuen*. There are fifty-two students in attendance, ranging in years from eight to eighteen. Their rooms are neatly furnished and kept in good order, four boys, as a rule occupying one room. The course of study comprises the usual instruction in the Chinese classics and in addition to this mathematics—taught in Chinese—English, and in the English language geography, chemistry, and history. The pupils in the most advanced class speak English very well indeed, but would do better if they had more opportunity for conversation with Englishmen. They read very well and spell accurately, while their writing is beautiful. They are being well drilled in English grammer and their compositions show that they have a good grasp of the language. It is not to be expected that they would make much progress in chemistry, as they are merely taken through Prof. Roscoe's primer and have very little apparatus; but they obtain enough to learn something of the reign of law in this universe and to create a thirst for a closer acquaintance with science. Some of the pupils did very well in history. The advanced class was examined in the history of England from the conquest to the reign of Henry III. Another class was studying Peter Parley's History. It is not a very admirable text-book, but the class showed a very thorough acquaintance with what they had read. We wondered whether the pupils were not amused to read that after Fu-hi, China had a great number of emperors but that they never accomplished anything worth recording. The lower classes naturally do not show so much proficiency in English as the higher, some of the pupils having been in the school but a few months, yet on the whole they passed a good examination.

The instructors in English and in Western branches are Messrs. Kiu and Liu, two young men who were educated at St. John's College. They deserve much credit for their work.

Mr. Wang feels that his quarters are too cramped and that the school suffers somewhat from its location in the old city. He is looking about with a view to a change and hopes to secure a more suitable place in or near the settlement. It is his hope that some philanthropic persons, Chinese or European or both, may be led to take the enterprise under their patronage and make the institution much more useful to the youth of Shanghai. The best efforts of one man, unless he be a Crœsus, can hardly hope to equip such a school as it should be equipped to give a first class education in the natural sciences and in Chinese and Western literature. We hope some of Mr. Wang's wealthy countrymen may come to his assistance.

To the European in Shanghai the existence of such a school is one of the most encouraging signs of the times. Despite the reactionary efforts of Kang Yi and others the desire for a liberal education remains unchecked. Conservatism is daily losing strength and the future without doubt belongs to progress.—*Mercury*.

IMPERIAL DECREES.

9th November.

THE SCHEME OF LAND RECLAMATION.

Touched with profound sympathy and pity at the poverty of the masses, and the difficulty which they meet to gain a livelihood, it was decided after mature deliberation to throw open to all the reclamation and cultivation of the immense tracts of country now lying fallow and undrained throughout the various provinces of the Empire. The original inhabitants thereof had either been massacred *en masse* by constantly recurring rebellions or had been swept away by disastrous inundations in consequence of which these lands had been lying fallow and undrained for nearly half a century and more. In view of this, therefore, special decrees were issued commanding Tartar Generals, Viceroys, and Governors of provinces to set to work at once, and find out within their several jurisdictions all territory standing under the above named list, and report to the Throne, it being desired that this reclamation scheme be inaugurated throughout the empire at one and the same time. The said provincial high authorities having in the meanwhile reported as commanded, they are now again ordered to make known these circumstances to the masses and encourage them in every way to begin this grand scheme of reclaiming all fallow and flooded lands throughout the empire. They are, moreover, to be told by the authorities that in consideration of the difficulty of commencing this scheme, all who apply for titles for such lands will not be required to pay their land and grain taxes at the end of each harvest like other cultivated property, but that a reasonable limit of time will be allowed for the cultivators to reimburse themselves for their trouble before their reclaimed properties undergo the regular taxation. The high provincial authorities are further exhorted to be diligent and earnest in working the above scheme, and not to treat our decrees as so much dead letter, thereby obstructing a grand work which may both greatly increase the Imperial revenues as well as better the condition of the masses in time to come. Let this decree be made known to the whole empire.—*N. C. D. News*.

AMERICAN ELECTIONS.

By the courtesy of Mr. Goodnow, United States Consul-General, says the *Shanghai Mercury* of 11th instant, we learn that in the elections of Tuesday last Ohio gave 50,000 majority for the Republican ticket. This is President McKinley's own State, and the campaign was made entirely on the policy of the President in the Philippine Islands. The unprecedentedly large majority must be taken as an emphatic endorsement of the President. Pennsylvania, Iowa, North Dakota, South Dakota and Kentucky also gave substantial Republican majorities. The campaign in all these States was made on the issue of expansion, and the fact that Kentucky, which is a strongly Democratic State, has given a Republican majority, is a remarkable proof of the unanimity of the people in favour of the Administration's policy. Undoubtedly these reports inspired the demand on Germany and Russia against any partition of China, as noted exclusively in the *Mercury* of last night.

These elections are for State Officers but the campaigns are on national issues.

EXECUTION AT KOBE.

CARRYING OUT THE EXTREME PENALTY OF THE LAW IN JAPAN.

KOBE, 9th November.

Executions are very infrequent in Hyogo prefecture, not more than six persons having during the last eight years suffered the extreme penalty of the law at Hyogo-ken prison. Last year there was but one execution, and the only time the gallows at the prison has been used this year occurred yesterday morning, when a man named Suzuki Sadashito suffered capital punishment.

This man was a coolie employed in working cargo on ships under a coolie-master named Tamaka. He appears to have been idle, lazy and dissolute, spending much of his time gambling and drinking, and working only when the fit seized him. Though repeatedly cautioned by his master, he did not amend his ways, and at last was dismissed from his employment. Pitying the fellow, the son of the coolie-master, a young lad about twenty-two years of age, gave Suzuki some money to take him to another place where he might get employment; but, instead of using the money for this purpose, Suzuki spent it in drink. Maddened by *saké*, he made his way late the same night to the house of Tanaka Tokujiro, the son of his employer above referred to, and, notwithstanding the pity and consideration shown towards him by the gift of money, he murdered the unfortunate young man as he slept. Immediately the deed was done, however, Suzuki appears to have repented, for he at once went to a police-box in the neighbourhood to surrender himself, but the policeman attached to the box was absent on patrol. Suzuki therefore returned to the murdered man's house to procure a *kimono* that he had left there, and, putting it on, went to the father's house and told him the facts of the murder, urging him to send doctors and officials, adding that he himself was on the way to the police station to give himself up. Just after he had left the house, however, he was met by the police and arrested.

The tragedy occurred on the 4th September last, and the trial took place a week or two afterwards. When before the Court, Suzuki attempted to deny nothing. He admitted all the salient facts of the case, and on being sentenced to death thanked the Court, saying that he felt the punishment to be thoroughly deserved. Later, when in prison, his elder brother visited him, and offered to secure a lawyer with the object of appealing to a higher Court; but the condemned man declined the suggestion, saying that it would be useless anyway, and that having murdered his master's son he preferred to die. Throughout, his conduct in prison is said to have been very quiet and most exemplary, and there can be no doubt that the man bitterly repented of the deed he had done when under the influence of *saké*.

It is about five weeks since sentence was passed upon Suzuki. In Japan a prisoner sentenced to death has no knowledge of the actual day or hour that he must die. No intimation whatever, it seems, is given to the condemned man until a few minutes before the actual moment when the execution is to be carried out. Then the Governor of the prison calls the prisoner from the row of cells to the corridor, and intimates that the fatal hour when the sentence must be executed has arrived. In many cases, it is said, the condemned man faints or his limbs become useless on receiving such an intimation, though after being sentenced he must be fully aware that once the time for appeal has gone by there can be no hope of a reprieve. Such men have often to be carried to the execution ground. But in the case of Suzuki it was quite otherwise. He neither paled nor flushed, but at once got ready to accompany the officers in waiting. From the cell he was taken to the office where the prisoners are received, and there a few formalities were transacted and a prayer offered by a Buddhist priest. Then the man's eyes were bandaged, and after he was placed between two warders the procession set out for the execution ground. This is situated on the south side of the prison; and, surrounded by a high wall, is entered by a gateway from the prison compound.

In the centre of the execution ground is a large pit, about seven feet deep, to which broad steps lead down from a platform above to a concrete floor. The platform, level with the ground, actually forms the gallows, and the whole is covered by a roof, but is open at the sides. Towards the east end of the platform is a trapdoor extending its whole width, and above this the rope is placed, running over an iron wheel and being attached to an upright at the side of the platform. Mr. Moritsu, the Procurator, who attended as representative of the Court which sentenced the man, and Mr. Nishimura, the Governor of the prison, together with the other high officials present, took their seats on the platform facing the condemned man, who sat on the trap door in Japanese fashion, with his eyes, as already stated, tightly bandaged. At a signal the lever was pulled, the trap-door opened, and the body fell into the pit. At the same moment the part of the platform between the officials and the condemned man was drawn back, disclosing the steps and the body of the executed man hanging below, with the feet about a foot from the ground. We are informed—our representative was not present at the actual execution—that the body gave several convulsive movements, and though the neck appears to have been broken, the heart did not cease to beat until thirteen minutes later. We may say that the prison surgeon always attends executions and makes an immediate examination of the body, which in this case, after hanging for a quarter of an hour, was taken down and prepared for interment.

Everything appears to have been done with the utmost decorum, and the regulations are very strict as to those permitted to be present. Once the door of the excution ground is shut, it is not opened under any pretext until the execution has been performed. Afterwards the body is interred in the convict prison cemetery near by.—*Chronicle.*

REPORTED RUPTURE OF RELATIONS BETWEEN RUSSIA AND JAPAN.

It is stated, says the *N. C. D. News* of 12th instant, that the local mandarins received the following official telegram from the North yesterday:—"Owing to the Russians being determined to acquire the port of Masanpo, Corea, against the strenuous opposition of the Japanese, diplomatic relations have been broken off between the two countries."

ALLEGED CASE OF PLAGUE AT HIROSHIMA.

A man named Sawada Matsugoro, aged 23, a resident of Yokohama, who arrived at Moji on the 2nd inst., from Formosa by the *Gunimaru*, died suddenly on the 5th inst. in a hotel at Hiroshima. Certain symptoms caused the case to be considered as one of plague, and upon examination it is alleged the bacilli of plague were found. Mr. Ando, a health official in the Home Department, and Dr. Shiga from Dr. Kitasato's Infectious Diseases Hospital, were to leave Tokyo for Hiroshima on Tuesday last.—*Kobe Chronicle.*

THE ITALIAN DEMAND ON CHINA.

PREPARATIONS FOR WAR.

A Tientsin telegram of the 7th inst. to the *Osaka Asahi* announces that Admiral Yo So-ke, of the Peyang Navy, has addressed a representation to Yu Lu, the Viceroy of Chihli, urging upon him the necessity of making preparations for war at the forts of Taku, for the defence of the State in connection with the Italian demand on China.

DECREASE OF SHIPPING ARRIVALS AT MOJI.

During last month the arrivals of foreign steamers at Moji were 38 and the departures 36, the coal shipped by these steamers amounting to 67,758 tons. The cargo landed was 616 bags of sugar and 500 tons of general cargo. Compared with September, the arrivals last month showed a decrease of 19. A contemporary attributes the decrease to the fact that many of the British and American steamers, which used to come to Moji, have been chartered by their Governments as transports.

JAPANESE HOT SPRING RESORTS.

REGULATIONS FOR THEIR CONTROL.

A Tokyo dispatch to the *Kobe Chronicle* states that the Central Board of Health at a recent meeting adopted a resolution to recommend the Government to enact Regulations for the control of the hotels and bathing places at hot springs where sick people resort. A draft of the Regulations was approved. The reason for the adoption of the measure is that the hotels and bathing places at the hot springs are very apt to prove centres for the spread of disease, and many healthy people have contracted consumption, leprosy and other dangerous diseases, as the result of occupying the same rooms, using the same futons, etc., as people suffering from these maladies.

THE INSURGENTS IN FORMOSA.

A dispatch from Formosa to the *Osaka Asahi* states that the Formosan authorities on the 19th ult. sent five companies of troops with a number of gendarmes and policemen to search for the insurgents in Nankokei and the Shushudai hills, where it was thought they had their headquarters. No trace of the rebels was found, however, and the troops returned to Taichu on the 23rd without result. It has now been ascertained that the insurgents are scattered over the surrounding districts and are residing among people who are supposed to be peaceful.

THE BICYCLE TAX IN OSAKA.

The *Osaka Mainichi* states that the latest investigations made by the authorities show that the number of bicycles registered in Osaka-fu amounts to 218. Until the first half of the present year, the local tax imposed on the machines was Y3.50 each per year. This rate was raised at the last meeting of the Prefectural Assembly in June last, and it now stands at Y5.

COMMENT ON THE WAR.

A Service Paper.

The *United Service Gazette* remarks:—The resistance of the Orange Free State is rather welcomed by military men than otherwise. They point out that President Steyn can only put a comparatively small force in the field, while his hostility opens out a rather easy means of access to the Transvaal. Some rather interesting views as to the fighting powers of the Boers are furnished by observers who have recently travelled in the Republic. A distinction is drawn between the older and the younger generation. The former unite to the courage and tenacity of the race splendid marksmanship; the latter are by comparison indifferent shots, and are headstrong to a dangerous degree. Both are superb horsemen. General Joubert is counted really a skilful strategist. General Cronje has the reputation enjoyed by Skobeleff in the Russian Army. Men like Kruger and Joubert are well aware of the superiority of the British forces; but the younger men have been brought up on the traditions of Majuba Hill, and regard the victory of the Boers as certain. It is understood that recent reports as to the defective character of a portion of the Boer ammunition have a substantial foundation in fact.

The Forts at Pretoria.

Vanity Fair says the War Office should have no lack of detailed information as to the defences of Pretoria. When these much-talked-of forts were being erected round the Boer capital, a very wideawake officer of the Royal Engineers worked on them as a labourer. Doubtless that chiel found the opportunity of taking abundant notes that will come in useful now.

When Britain Invades.

A competent military writer, in the *Morning Post*, asserts that the maximum force of the Boer States—the levy *en masse*—may amount to 50,000 men. That number represents the minimum which should be supplied to the British Commander entrusted with operations against them. There will, of course, be large deductions from the Boer total, as they must garrison Pretoria, Johannesburg, and Bloemfontein, must watch the large native population of both States, must be ready to repel a movement of the Basutos, and must at least patrol the long border which separates their own from the British territory. But the British Commander will have to guard as he advances a lengthening line of communications. Once he crosses the border he cannot rely on the use of a railway, and before he reaches the heart of the enemy's country his forces will be at least 400 miles distant from the nearest point of that ocean which for centuries has always been the base of British military operations. If it were possible for the Boers to collect 35,000 men for a battle near Pretoria it would be hardly possible for a British General who had started with 50,000 men from the sea to bring more than 35,000 men to oppose them at the end of his advance. But the object of the British Government is not a battle on equal terms; it is such a decisive victory as will destroy the Boer power and compel surrender. For that purpose not numercial equality but very decided superiority on the battle-field is required. On the assumption that the Boer States can arm 50,000 men, the British Commander should dispose of 70,000 or 75,000. These numbers, adds the writer, are not to be taken as exact. He believes the Boer levy *en masse* to be 50,000; but has no means of estimating the deductions that may with certainty be made. If, as some think, the Boers can concentrate at one spot no more than 25,000, then the British force would be calculated to admit of reaching the battlefield with a fair margin of excess over that number.

The Powers and the Boers.

Will the European Powers and the United States recognise the Boers as belligerents, or will they regard the war as one between a Sovereign State and its rebellious subjects asks the *St. James's Gazette*? In the latter case, there would be no necessity for the Powers to take any formal notice that war was going on, an obvious advantage to Great Britain, for it would enable us to continue the purchase of mules in Spain and America, of tinned provisions in the United States, and of warlike stores generally wherever we found a market. Neither the Continental Powers, not the United States of America ever have recognised the claim of the Transvaal to be "an independent Sovereign State." In abstaining from such recognition, they are, as the *Law Journal* reminds us, acting on a principle on which there is no difference of opinion among jurists. That principle is laid down in "Hall's International Law" as follows:—"A State in its perfect form has, in virtue of its independence, complete liberty of action, subject to law, in its relations with other States. . . . . But so soon as compacts are entered into, which are not intended to be revocable, or are not likely by the nature of their provisions to be susceptible of unilateral revocation, and which, at the same time, subject to the external action of a State to direction by a will other than its own, it ceases within the sphere of these compacts to be independent, and consequently to be a person in international law."

It is perfectly clear from this that the Transvaal is, as Professor Westlake himself admits, a "dependent" State. The exact international status of such a dependent State in time of war has never yet been determined. Obviously the Power (apart from the combatants) most interested in this question is Portugal, for upon the decision arrived at depends the privileges accorded to Boers or British at Delagoa Bay. In the present nebulous state of international law, authorities could be found to support any course Portugal chose to adopt. There is the precedent she herself set in 1896 when British troops were allowed to land at Beira and march through to Mashonaland. If, however, Portugal were to allow the British to use Delagoa Bay as a base for operations against the Transvaal there can be no doubt that the Boers would, if able, make reprisals, in which case a virtual, if not a declared, state of war would exist between Portugal and the South African Republic. Portugal is vitally interested in this matter. May she not be tempted to give Great Britain an opportunity to exercise that right of pre-emption over all Portuguese territory south of the Zambesi already secured to us by treaty? Such a solution would be beneficial to England and Portugal alike, and would render the isolation of the Boers absolute.

Effect on Army Football.

The Transvaal war has had a peculiar effect on Army football, the Army Service Corps having sent so many players out to Africa that the clubs have been compelled to abandon all competitions. Captain Ford, an old Sussex and Hampshire player, and secretary to the Army Football Association, is at the Cape, and many other prominent players have been ordered to the front. The first round for the Army Cup was down to be played in October, but a dozen of the teams were not able to participate owing to their members having gone on active service. On Saturday afternoon, Oct. 7, a team of the Black Watch Regiment travelled from Perth to Pitlochry to take part in a football match with the local team, but shortly after their arrival a telegram was recived from their commanding officer recalling the company by the first train, presumably in connection with the mobilisation movement, and in view of contingencies in South Africa.

Opinion in Java.

The Batavia correspondent of the *Singapore Free Press* writes:—

Dr. J. M. P. Kerkhoff, a Government Doctor, goes from Samarang to the Transvaal in charge of the Ambulance sent out by the Ladies' Committee there. He is now treating with the Government for the necessary leave, and he will go *via* Singapore and Aden by French or German mail to Lourenco Marques. It is impossible to give an idea of the intensity of the feeling in Netherlands India against the British and in favour of the Boers. The preachers preach against England, the press inveighs against her, the man in the street has no other topic. The Dutch soldiers in the military gaol at Tjimahi send half a sovereign to the Transvaal fund, with a letter in which they say they would gladly give a hand toward helping the Boers to hunt the *rooineks* out of their land, but "circumstances" prevent their doing more than subscribe to the fund for the wounded and bereaved, and the committee is to rest assured that although they are at present shut out from Society, their hearts beat as warmly for their race brothers as if the freedom of Holland itself was at stake. The papers all accuse Reuter of suppressing bad news, and they publish any wild news from any quarter which is bad for the British or good for the Boers. Items from the foreign press, which go to show that Mr. Chamberlain is a conscienceless scoundrel (he is generally spoken of as a *gewetenlooze schelm*, which is "conscienceless scoundrel") are eagerly published and as eagerly read. Some wit writes to the papers that he read in the last Straits newspapers the following advertisements

"FOR SALE

Five captured cannon, to be seen and delivered at Elandslaagte" and

LOST OR RUN AWAY.

"A whole squadron of horses with little armed men [mannetjes] on them. The honest finder to please send them back to Ladysmith or Pietermaritsburg before Christmas, for a suitable reward."

The writer is not quite sure he did not see them in the *Pinang Gazette* whose threat that there is yet time before Christmas to hoist the Union Jack over Java and Sumatra and to incorporate Netherlands India in the British Empire was telegraphed to the Dutch press and published in solemn derision.

No cases of personal bad feeling have occurred, most people confining themselves to expressing the hope that England will get a good hiding for her unjust action towards the Transvaal, and for being led away by a gang of speculating rascals in London and in Africa.

SOME BOER LEADERS.

Piet Joubert.

Commandant Joubert, or Piet Joubert as he is known to the burghers, was the only one of the Boer leaders at the time of the annexation who refused to take office under the British Government, but retired to his farm and talked. He was one of the Triumvirate and Commandant-General during the war of independence. He was in supreme command at Laing's Nek, where he narrowly escaped wounding by a splinter of a shell. After the war he become Superintendent of Natives, but on the death of General Smit was made Vice-President. He is a shrewd strategist, but of late the Boers have lost confidence in him. As a matter of fact, though he is perfectly loyal to the Republic, he knows what the issue of a war must be, and has consistently worked for peace. He holds Portuguese, Prussian, and French decorations.

—o—

Herklaas Malan.

Herklaas Malan is a farmer and a very influential man at Pilansberg in the Rustenburg district. He has been operating with his burghers on the western border in conjunction with Commandant Cronje of Potchefstroom. Ignorant and prejudiced, he is filled with bitter hatred of the English. Up to the present he is best known for his action in connection with Dr. Jameson's surrender at Doornkop, when, though Cronje had given terms, he insisted that the commandant had not the power to do so, and affirmed that the promised safeguard would only avail the raiders until they were handed over at Pretoria. The Rustenburgers are perhaps the sturdiest and most warlike section of the Boers.

—o—

Pieter Cronje.

P. A. Cronje, wrongly reported to have been killed, is commandant of the Potchefstroom district, and earned considerable ill fame. He was notorious first of all for his action in connection with the sale of Bezuidenhout's effects at Potchefstroom, when he rushed up to the sheriff, pulled him off a waggon, and kicked him, saying, "Away with you, you Government official, we don't neknowledge you." it was his men who fired the first shot at Potchefstroom, which brought on the last war. He is notorious for his treachery. Despite the fact that he knew of the armistice and that supplies had been sent for the beleaguered garrison at Potchefstroom, he neither gave the garrison notice thereof nor did he admit the supplies. The operations during this siege were conducted with unusual brutality, and the blame rests with him. Moreover, it was to him that Jameson surrendered at Doornkop, and his ill faith in the matter has been clearly demonstrated. Neither flag of truce, nor armistice, nor the usages of civilised warfare are respected by him. He is very popular among the more violent of the Boers because of his rabid anti-British sentiments.

—o—

Schalk Burger.

Schalk Burger is likely to prove one of the most interesting personalities among the Boer commandants. He is the grandson of one of the Boer trekkers on whose head the British Government in Natal set a large price. He is an earnest and thoughtful politician, though over cautious, so that the burghers have felt rather inclined to doubt his good faith. He was at one time a staunch Progressive, but has practically recanted the views he put forward when seeking election to the Presidentship. He took part in the war of independence as a field cornet, and has in his character many of the elements that go to make a successful general. He is a member of the Executive Council, and has a considerable amount of influence.

A "CLOSE TIME" FOR CURATES.

Speaking recently at the Worcester Diocesan Conference at Birmingham, Mr. S. Royle Shore created considerable amusement by advocating what he termed a "close time" for clergymen. He was convinced by the assistant-curate-problem and the needs of the Home Mission field in the large cities that the Church of England would have to modify her attitude with regard to the indiscriminate and unrestricted marriage of the clergy. He suggested that the permission of the Bishop of the diocese should be obtained by the clergyman desiring to marry, such permission should not be refused where an adequate benefice existed to support the married state, or where private means existed and were properly secured by settlement, and provided, of course that the particular work in which he was or intended to be engaged was not unsuited to a married man. The young ladies of the congregation should by degrees be taught to understand that the "pale young curate" immortalised in a certain very charming comic opera was not necessarily the most eligible man in the parish from a matrimonial point of view. Altogether, he was strongly in favour of what he had called a "close time" for curates. He did not think this would have the effect of reducing the number of candidates for orders. There ought to be a large financial reform in the pecuniary provision for the clergy in their work and subsequent retirement. Some systematic way of recruiting for the ministry should be adopted, and the future supply of the clergy not left merely to chance.

SHIPPING REPORTS.

Captain Schuldt, of the steamship *Taifu*, from Hongay, reports:—Strong N.N.W. winds.

Captain Ricke, of the steamship *Triumph*, from Haiphong, reports:—Strong North wind and high sea.

Captain Joslin, of the steamship *Kong Beng*, from Haiphong, reports:—Strong North-East to Northerly winds and high North-Easterly sea throughout.

Captain McIntosh, of the steamship *Benlomond*, from Singapore, reports:—Light variable winds and calms till Tuesday, 14th, Lat. 17° N. when strong N.E. gale set in with very heavy sea, continuing till Gap Rock was passed.

NOTANDA.

CALENDAR.

NOVEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	30.103
Thermometer	69.2
Humidity	65
Rainfall	1.302

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.11	30.03
Temperature	69	72
Humidity	45	40
Rainfall	—	—

TO-DAY.

Friday, 17th November, 1899.

Chinese—*15th of 10th moon of 25th year of Kwang-sü.*

Sun—*Rises*	6hr. 15min.
Sets	5hr. 16min.
Moon—*Full Moon 5hr. 55 p.m.*	
High water—*Morning*	0hr. 26min.
Afternoon	8hr. 13min.
Low water—*Morning*	2hr. 44min.
Afternoon	1hr. 49min.

ANNIVERSARIES.

1843—Shanghai opened to foreign commerce.
1857—Further relief of Lucknow by Sir C. Campbell.
1876—Telegram announcing the appointment of Mr. John Pope Hennessy to succeed Sir Arthur Kennedy as Governor of Hongkong received in the Colony.
1878—Attempted assassination of the King of Italy.
1887—British steamer *Killarney* sunk in Iloilo harbour by steamer *Crusader*.
1893—Celebration of the Shanghai Jubilee.
1897—Kiaochow taken possession of by the German squadron.
1898—Edict dismissing Hu-yu-fên from Tsungli-Yamen.

TO-MORROW.

Saturday, 18th November, 1899.

Chinese—*16th of 10th moon of 25th year of Kwang-sü.*

Sun—*Rises*	6hr. 15min.
Sets	5hr. 16min.
High water—*Morning*	10hr. 18min.
Afternoon	8hr. 46min.
Low water—*Morning*	3hr. 27min.
Afternoon	2hr. 17min.

ANNIVERSARIES.

1851—Death of the King of Hanover.
1867—Great Fire in Hongkong.
1869—Suez Canal opened
1870—Ch'ung How arrived in Hongkong *en route* for France, as special Ambassador, to explain the Tientsin Massacre.
1877—Kars taken by the Russians.
1893—Dr. Dudier, German Consul at Canton, shot himself.
1897—Outbreak of cattle disease in Hongkong.
1898—H.M.S. *Formidable* launched at Portsmouth.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Chingtu*) 19th inst.
French (*Oceanien*) 21st inst.
American (*Gaelic*) 22nd inst.
American (*Hongkong Maru*) 29th inst.
Canadian (*Empress of Japan*) 2nd prox.
American (*China*) 7th prox.

* * *

The M. M. Co.'s steamer *Oceanien* with the next French mail, will leave Saigon to-morrow at 1 a.m. for this port.

* * *

The steamer *Kasuga Maru* (Australian Line) left Nagasaki for this port to-day and is expected to arrive here on the 21st November.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
Sinila	"	"	"
H.I.G.M.S. Deutschland	"	"	"
Idzumi Maru	"	"	"
Pronto	"	"	"
Adolph Obrig	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Mongkut	"	"	"
Phrawang	"	"	"

PASSED THE CANAL.

Outward — 17th October — *Arab, Avala, Queen Cristina.* 20th October — *Patroclus, Socotra, Telena.* 24th October — *Ambria, Asama, Catania, Khalif, Singapore.* 27th October — *Benalder, Glenartney, Oceanien, Kamakura Maru, Kirklee, Norman Isles.* 31st October—*Sarnia, Afridi, Ulysses, Burma.* 3rd November—*Ernest Simons, Strathgyle.* 7th November—*Glenloch, Prinz Heinrich, Macduff, Clio, Kostroma, Eleanor.*

Homeward — 7th November — *Sarpedon, Sado Maru.*

Shipping.

Arrivals.

SYDNEY, French steamer, 4,232, Aubert, 16th Nov.,—Shanghai 14th Nov., Mails and General.—Messageries Maritimes.

BENLOMOND, British steamer, 1,752, C. K. McIntosh, 16th Nov.,—Singapore 9th Nov., General.—Gibb, Livingston & Co.

TRIUMPH, German steamer, 675, A. Rieke, 16th Nov.,—Haiphong 12th Nov., General.—Jebsen & Co.

KONG BENG, British steamer, 862, F. W. Joslin, 16th Nov.,—Haiphong 14th Nov., Rice and General.—Butterfield & Swire.

TAIFU, German steamer, 1,034, R. Schuldt, 16th Nov.,—Hongay 14th Nov., Coal.—Chinese.

HUE, French steamer, 704, P. Merlees, 17th Nov.,—Haiphong and Hoihow 16th Nov., General.—A. R. Marty.

KOSAI MARU, Japanese steamer, 1,418, J. Nagao, 17th Nov.,—Swatow 16th Nov., General.—Nippon Yusen Kaisha.

BELLEROPHON, British steamer, 1,288, Lyons, 17th Nov.,—Penang 6th Nov., General.—Butterfield & Swire.

Clearances at the Harbour Office.

Taichiow, British str., for Bangkok.
Chiyuen, British str., for Canton.
Kongnam, British str., for Canton.
Sungkiang, British str., for Manila.
Taisang, British str., for Swatow.
Kwai Lun, British steam-launch, for Macao.
Hoihao, French str., for Hoihow.

Departures.

Nov. 17, *Haimun*, British str., for Shanghai.
Nov. 17, *Tantalus*, British str., for Shanghai.
Nov. 17, *Hanoi*, French str., for Haiphong.
Nov. 17, *Salvadora*, American str., for Manila.
Nov. 17, *Taichiow*, British str., for Bangkok.
Nov. 17, *Taisang*, British str., for Shanghai.
Nov. 17, *Loosok*, British str., for Hoihow.
Nov. 17, *Sungkiang*, British str., for Manila.
Nov. 17, *Chiyuen*, Chinese str., for Canton.
Nov. 17, *Bingo Maru*, Japanese str., for Singapore.

Passengers—Arrived.

Per *Taifu*, from Hongay—74 Chinese.

Per *Kosai Maru*, from Swatow—4 Europeans, 1 Japanese and 249 Chinese.

Per *Sydney*, for Hongkong from Shanghai—Messrs. Marton, B. Layton and boy, Joseph, Walton, Dr. W. Hartigan and boy, Mr. and Mrs. Sachse, Messrs. W. P. Bentley, Desgodins, Mr. and Mrs. Schlagnoki and children, and 13 Chinese. From Yokohama—Mrs. Heins and 2 children, Mr. J. Brandon Ellard, Mr. and Mrs. Sachal and servant, Messrs. H. B. Darnel Movet, Pow Tuck Moan and 2 children, and 1 Chinese. From Kobe—Messrs. B. M. Karandjia and child, To Lom Kook and Li Che Ying. From Nagasaki—Mrs. and Miss Sanno, Lieut.-Colonel Sanno, Capt. Sage, Mr. M. Rinkston and boy, Neuyillet, Ferisse, Vignerie Cochin, Noguelert, San Koon Chin, Honoda, Seng Sang, Yok Sang, Kon Chao, Mrs. Gold, Sang Ah Lan, 51 Chinese and 11 Malays. From Shanghai for Saigon—Mr. C. T. Smith. For Singapore—Dr. M. Eden Paul, and F. H. de Pan. From Yokohama—Messrs. C. J. D. Taylar and servant, Nakagawa, Okamoto and Futchi. From Yokohama for Colombo—Capt. Hiraoka. From Shanghai for Suez—Mr. Popovice. From Nagasaki for Port Said—Messrs. A. J. Ziemmer and Guerin. For Marseilles from Shanghai—Dr. Paulun, Messrs. C. Von Bose, W. M. Ewant, J. W. H. Ward, E. Raddatz, E. S. B. Allen, and Dr. Bogentsky. From Yokohama—Messrs. M. Darfenille, Russel Harper, and Nanyen Van Louch. From Kobe—Mr. Jubiot. From Nagasaki—Mr. Honore.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Catania	Singapore	To-morrow
Chingtu	Port Darwin	Nov. 19th
Hiroshima Maru	Singapore	Nov. 20th
Socotra	Singapore	Nov. 20th
Oceanien	Singapore	Nov. 21st
Kasuga Maru	Nagasaki	Nov. 21st

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Abergeldie	Portland, &c.	Jan. 27th
Adolph Obrig	New York	Ok. desp.
Algoa	San Francisco, &c.	Nov. 21st;
Ambria	Havre, &c.	Dec. 24th
America Maru	San Francisco, &c.	Jan. 27th
Bamberg	Havre, &c.	Nov. 28th
Bayern	Straits, &c.	Mar. 7th
Bellerophon	Amoy	Nov. 20th
Bengal	Europe, &c.	Nov. 25th
Changsha	Sydney, &c.	Nov. 20th
Carlisle City	San Diego, &c.	Dec. 31st
Catherine Apcar	Singapore, &c.	Nov. 18th
China	San Francisco, &c.	Dec. 16th
Chingtu	Kobe	Nov. 23rd
City of Dublin	Victoria, B.C.	Dec. 30th
City of London	Victoria, B.C.	Nov. 21st
Coptic	San Francisco, &c.	Jan. 20th
Coromandel	Shanghai	Nov. 25th
Diamante	Manila	Nov. 21st
Doric	San Francisco, &c.	Dec. 23rd
Emp. China	Vancouver, &c.	Jan. 17th
Emp. India	"	Nov. 22nd
Emp. Japan	"	Dec. 20th
Futami Maru	Japan	Nov. 25th
Gaelic	San Francisco, &c.	Nov. 30th
Glenshiel	London	Nov. 20th
Guthrie	Sydney, &c.	Nov. 18th
Hiroshima Maru	Kobe & Yokohama	Nov. 24th
Hongkong Maru	San Francisco, &c.	Dec. 9th
Idomeneus	London	Dec. 12th
Idzumi Maru	Victoria, B.C.	Nov. 20th
Japan	London	Dec. 12th
Kamakura Maru	Kobe & Yokohama	Nov. 23rd
Karlsruhe	Straits, &c.	Jan. 24th
Kasuga Maru	Thursday Is., &c.	Nov. 24th
König Albert	Straits, &c.	Dec. 13th
Königsberg	Havre, &c.	Dec. 10th
Kosai Maru	Vladivostock, &c.	Nov. 23rd
Lady Joicey	San Diego, &c.	Nov. 30th
Machaon	London	Nov. 28th
Malacca	London	Nov. 30th
Miike Maru	Bombay, &c.	Nov. 28th
Monmouthshire	Portland, &c.	Dec. 23rd
Moyune	New York	Nov. 20th
Nankin	Shanghai	Nov. 19th
Nippon Maru	San Francisco, &c.	Jan. 3rd
Oldenburg	Straits, &c.	Feb. 21st
Preussen	Straits, &c.	Jan. 10th
Prinz Heinrich	Straits, &c.	Dec. 27th
Queen Adelaide	Victoria, B.C.	Nov. 25th
Reuce	New York, &c.	Ok. desp.
Sachsen	Straits, &c.	Feb. 7th
Saint Irene	Victoria, B.C.	Dec. 9th
Sanuki Maru	Marseilles, &c.	Dec. 1st
Sibiria	Havre, &c.	Nov. 18th
St. Jerome	New York	Nov. 19th
St. Mark	New York, &c.	Ok. desp.
Strathgyle	San Diego, &c.	Dec. 15th
Stuttgart	Straits, &c.	Mar. 21st
Suevia	Havre, &c.	Nov. 19th
Tamsui Maru	Swatow, &c.	Nov. 20th
Yuensang	Manila	Nov. 25th

THEY MUST AGREE.

As to matters that have no practical outcome it is of no consequence whether we agree or not. The earth may be, as some say it is, a molten mass (save for a shell a few miles thick on the outside), or it may be solid and cool all the way through from London to Sydney. However it may be, we can *do* nothing about it. So let the scientific chaps go on speculating to their heart's content; the world will keep revolving as usual, and we shall have to continue picking up our living from its surface.

Recently in my reading I have come upon articles in certain medical journals—uncanny, uninteresting publications, that they are, for non-professional persons—going to show that it is *not the heart* which impels the blood through the body, but the chemical action of oxygen inhaled by the lungs. A prodigious discovery, if it is a discovery at all.

Yet what odds would it make? None whatever. Fair women would blush by the help of the capillaries as of old, and we should tie rags around cut fingers just the same. It follows, my brethren, that some things may be mysteries to the end of the chapter, and no harm done, and others may differ without disturbing the serenity of our passing days—a most soothing reflection.

But the advantage or otherwise of a person's food agreeing or disagreeing with him is *not* a mere matter of opinion. There is only one way to look at that. As a whole, food *must* agree with us, and we with it, or we are ruined. A lady of Sheffield, Mrs. S. A. Smith, suffered a long, wearisome, and costly illness, simply because her food failed to agree with her. For three years she was weak and wretched on account of it. The light and pleasure went out of her life. She needed to eat, of course, just as she needed to breathe; yet, after every meal—commonly of light things taken in small quantities, and slowly—she was immediately seized with pains in the stomach, the chest, and the left side. Was not this a hard recompense for doing what nature compelled her to do—to eat?

Any act which causes pain, is performed as seldom as possible, and as incompletely. For who wants to suffer?

Eating so little—not half as much as her body called for—Mrs. Smith lost flesh and strength. Necessarily. Draw more money on the bank than you deposit and presently the bank returns your cheques marked "No funds." To be sure. Nobody can make twice two equal five.

"I got to be so feeble I could scarcely get about," says the lady. "I was like this for three years from the spring of 1893—being worse in the spring than at other seasons. What to do more than I had done, I didn't know, when one day, my aunt Mrs. William Andrew, of Willoughton, urged me to take Mother Seigel's Syrup. After having done so for a short time, the complaint—indigestion—was better, and soon it wholly disappeared. I am now entirely cured and strong and hearty as I was before my illness came upon me. *You may rest assured that, after so fortunate an experience with Mother Seigel's Syrup,* I recommended it to all my friends, and in sending you this short statement it is my wish that you should print it for the good of others if you so desire." (Signed) S. A. Smith, 11, Ditchingham Road, Sheffield, June 3, 1898.

"In April of this year (1898)," says another, "my health began to fail. I felt drowsy, and tired with the least exertion. After every meal I had an oppression at the chest and sides, and a great deal of pain. Whatever food I took *disagreed with me*, and I grew weak. I am a dressmaker, and when at my work I had such great pain I could hardly bear it. I tried all the usual medicines for indigestion, but got worse and worse. One day in July, I read about Mother Seigel's Syrup, and got a bottle of Mr. Hattersley, Chemist, West India Dock Road, and in a few days felt better. After taking a second bottle I was cured and have been well ever since." (Signed) (Mrs.) Minnie Wyatt, 46, West India Dock Road, London, E., October 14, 1898.

Yes, it is true, health and life depend on a perfect agreement between ourselves and our food. This is not a matter of opinion. It is a vital and living relationship, and nothing does so much to promote the agreement as the frequent and timely use of Mother Seigel's Syrup.—*Advt.*

Intimations.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

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12th October, 1898. [1242

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1247a]

SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN

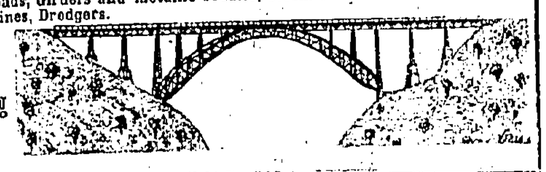


Capital: £ 300,000
Head Office: 15, Avenue Matignon, Paris

WORKS IN EUROPE:
at Bordeaux (BACALAN).
at Louvain (DYLE).

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggons, Wheels, Wheels and Axles combined, Permanent Bridges for Railways, Permanent and portables (demountables) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS
FOR
Constructing and Working
Railways and Tramways



M. Oppenheimer & Co., Paris.

Auctions.

GOVERNMENT NOTIFICATION.
No. 608.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,
the 20th day of November, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 4th November, 1899. [1414a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 20th day of November, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
			feet	feet	$	$
1	Inland Lot No. 1570	Between Macdonnell and Bowen Roads.	67.0 N. 153.6 E. 6.6 S. 144 W. 109.6	12,500	625	17,500

GOVERNMENT NOTIFICATION.
No. 609.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,
the 20th day of November, 1899, at 3.15 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 4th November, 1899. [1414a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 20th day of November, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, near To Kwa Wan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	$	$
1	Kowloon Marine Lot 67.	Kowloon Bay, (near To Kwa Wan).	150 S. 350 E. 150 N. 150 W.	52,850	3,960	7,980

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [18

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship
"VINDOBONA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
This vessel brings Cargo:—
From Trieste, *ex* S.S. *Imperator* transhipped at Bombay.
From Venice, *ex* S.S. *Massimiliano* and *Carlotta* transhipped at Trieste.
From Levante Ports, *ex* S.S. *Thalia*.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 14th November, 1899. [1395a

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "KOENIG ALBERT."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd instant, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 21st instant, and THURSDAY, the 23rd instant, at 9.30 A.M.
All Claims must reach us before the 1st December, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 15th November, 1899. [1394a

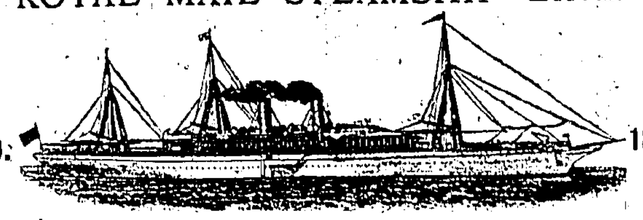
NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

THE P. & O. S. N. Co.'s Steamship
"NANKIN."
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 15th November, 1899. [5

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street. [5

Hongkong, 25th October, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of London	3,229	R. W. Scarff	Nov. 21.
Queen Adelaide	2,832	F. McNair..	Nov. 25.
Saint Irene.....	3,877	W. Attree....	Dec. 9.
City of Dublin	3,328	J. R. Rae....	Dec. 30.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire	2,874	W. A. Evans	Dec. 23.
Abergeldie.....	3,777	J. Murray...	Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £11.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 16th November, 1899. [4

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Lady Joicey	3,191	about	Nov. 30
Strathgyle	5,023	about	Dec. 15
Carlisle City.....	3,002	about	Dec. 31

THE Steamship
"LADY JOICEY,"
will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 30th instant.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 4th November, 1899 [1330



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship
"BENGAL,"
Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 25th instant, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 11th November, 1899. [5

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Thursday, 30th Nov., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 23rd Dec. at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 20th Jan., 1900, at Noon.

THE Company's Steamship
"GAELIC,"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 30th instant, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 4th November, 1899 [7

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*IDZUMI MARU ..... M. J. Curnow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA...	MONDAY, 20th Nov., at 4 P.M.
KOSAI MARU ..... J. Nagao	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI	THURSDAY, 23rd Nov., at Noon.
KAMAKURA MARU ..... N. Frennt	KOBE and YOKOHAMA	THURSDAY, 23rd Nov., at 4 P.M.
KASUGA MARU..... E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	FRIDAY, 24th Nov., at 4 P.M.
HIROSHIMA MARU ..... S. Yoshizawa	KOBE and YOKOHAMA	FRIDAY, 24th Nov., at 4 P.M.
FUTAMI MARU..... J. Thom	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 25th Nov., at 4 P.M.
MIKE MARU ..... S. Kawamuro.....	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 28th Nov., at Noon.
SANUKI MARU..... J. W. Townsend	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st Dec., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.
Hongkong, 17th November, 1899. [6

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.



(Freight Service.) *(East Asiatic Service.)*

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
*SIBIRIA ..... Braun	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	18th November.	Freight and Passage.
SUEVIA ..... Förck	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	19th November.	Freight.
BAMBERG ..... Mayer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 28th November.	Freight.
*KONIGSBERG... Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th December.	Freight and Passage.
AMBRIA ..... Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 24th December.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.
981]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 9th Dec., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Wednesday, 3rd Jan., 1900, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 27th Jan., 1900, at Noon.

THE Steamship
"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th December, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1899. [1310

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Algoa (via Kobe, Yokohama & Honolulu).....	Tuesday, 21st Nov., at Noon.
*China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship
"ALGOA,"
will be despatched for SAN FRANCISCO, *via* KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 21st November, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 8th November, 1899. [1

THE RARITY OF HYDROPHOBIA.

It has been asserted by many friends of animals, who rightly object to the annual torture and slaughter of dogs, and even by some physicians, that there is no such disease as hydrophobia, or rabies, as it is more correctly called.

Those who have studied the subject carefully, however, are certain that there is a disease of dogs which is communicable by one suffering from it to other animals and to man.

But this disease is very rare, and probably not one person in a thousand bitten by dogs is in any danger of it, and not one dog killed among five hundred supposed mad dogs is really mad.

The word hydrophobia is a misnomer, for a mad dog has no fear of water, and will run through a shallow pool without the slightest hesitation; the fears that of drinking water or of swallowing anything, either fluid or solid, as the attempt is almost certain to throw the sufferer, man or beast, into spasms.

The only way of transmitting hydrophobia is by inoculating; that is, by the introduction of the virus into the body through a wound of the skin or the mucous membrane.

The most usual way for this rare event to occur is, of course, through the bite of a rabid dog, cat, or other animal. But not every bite, even of a genuinely mad dog, is followed by hydrophobia. If the animal's teeth, for instance, have passed through a man's trouser leg or boot, the saliva, which contains the virus, may be wiped away from his teeth.

AT KABUL.

CURIOUS NEWS FROM ST. PETERSBURG.

The correspondent of the *Daily Telegraph* in St. Petersburg says, in all seriousness, that according to reports from Russian authorities in Central Asia the Ameer of Afghanistan is growing insane, and serious troubles are impending in that country. Not only is Abdurrahman unaccountably suspicious towards all Europeans there, but he openly regards the contribution paid to him by the Anglo-Indian Government as a subsidy for defending English territories from Russian attack, and considers himself entitled at any moment to join hands with Russia — on condition, however, that the Tzar's representatives will pay him well enough. Recent occurrences in Kabul give rise to the fear that the Ameer may sooner or later provoke a conflict between Russia and Great Britain. Dissimulation is a marked trait in Abdurrahman's nature. He had formed the intention of leaving Kabul for Masari-Cherif, where he would be in a better position for communicating with the Russian Government. His little plan, however, was discovered in time. The discovery drove Abdurrahman into a state of fury, and, when the journey had been abandoned, to commit all sorts of excesses. A number of Afghans had talked at a bazaar of his intention to leave for Masari-Cherif. He ordered these to be arrested and to have their tongues cut out.

At Kabul at present, according to Russian accounts, the Ameer is sanctioning a series of terrible murders, which confirm the impression that the Ameer has become insane. The last of the atrocities committed there had a high official for its victim. He legs were bound to two stakes of wood, which were fixed crosswise one upon the other. Then the woods were drawn apart until his body was torn in two. Two other officials, in high places, Mirza-Abdoul-Halim and Mirza-Abdoul-Hakim were bound together and set on fire, and a Persian is alleged to have been thrown into a boiler and his remains thrown to the Ameer's dogs. In addition to these atrocities, reports are received of executions taking place every day. In consequence, an enormous number of Afghans are leaving Kabul. They are seeking safety in the mountainous regions around or upon the Russian frontier. Largely on account of the disturbed condition of things in Kabul, and in order to stop incursions of Afghans into Russian territory, the Russian forces on the frontier are being strengthened considerably. All the actions and plans of Abdurrahman are inexplicable, save on the theory that he is growing hopelessly insane. Russia is watching affairs in Afghanistan very closely, because grave events are taking place there, and because the health of the Ameer is growing worse and worse, and his position more and more insecure.

ABOUT SARAWAK.

(BY THE WRITER OF MEMORIES OF SARAWAK.)

Memories of Sarawak of the olden time are very well in their way, but we live in a practical and commercial age, and we want something more substantial, some useful lesson or hints for the present day. Can these past recollections furnish us with such? Is there anything stated in them which links up with the present, or which may be found connected with it? We believe there are some few, and, if we devote a few lines to them, it is only what is expected of us. First, then, it was incidentally stated that Sarawak was rich in minerals, and that gems had been found in the western portion. In those days the Chinese were working for gold in one part by thousand, and one company had started working for coal and antimony, and had even a "prospector" about, some of whose work we had the privilege of seeing. He is now long since deceased, and we do him no wrong in saying that his actual mineral knowledge was of the slenderest description, We had the proof of it, but that is not the point we would enlarge on. We would refer to the little that has been done since during the very long interval. States and Colonies have arisen since then, and have advanced to assured and leading positions in mineral wealth, besides commercial progress. Our own Federated States even may be instanced. But, in Sarawak, the antimony remains where it was, and so, too, the gold. We are not quite sure that the latter ha not even fallen off. And yet, according to the native Malay legends—which have always a basis of truth—there are hearts of mountains full of gold—solid gold! And it was not a legend of old Duguid, the hard-headed, practical Aberdonian, and head of the Borneo Company in those days in Sarawak, that he narrated to us—and others with whom even he would not have trifled—with watering mouth, the vast store of gold in a certain locality which the Chinese miners had given up in despair from being unable to recover it, and which could not be got at even by our (say *these*) Western appliances. Surely, the present Rajah of Sarawak, Sir Charles Brooke, the *one* left there of those times, must know something about what we state, or must have some memory of it. We, for our part, have a most perfect remembrance of it, and of the locality. Then, with regard to gems, as stated in our last paper, they are there, too, in Sarawak. People, we are quite sure, are daily walking over them, as the locality we would refer to lies very near along a pathway. But has anything been done about them? Nothing. The next point is the utilisation of the enormous timber wealth of the country. In Western Australia, the Karri and Jarrah wood alone has been computed at several millions sterling, and numerous companies at various parts are realising fortunes. Sarawak has also various kinds of the most valuable timber, the "iron-wood," quite as good as, if not better than, the "iron-wood" (above-named) of Western Australia, camphor-wood, and a variety of others. The forests are of the most gigantic growth, rivalling, if not exceeding, those of Western Australia, and would be quite incredible to those who have not seen them. And yet, what very limited, comparatively speaking, trade is there in timber. We may very pertinently ask the question: Why? We would next refer to the extreme fertility of the soil, the basis of agricultural wealth. In our last paper, we referred to the enormous yield of rice under the method of cultivation pursued by a Dyak tribe. We did not state the actual yield, but, if our memory does not betray us, it was some *three hundred fold*. Such a yield is never dreamed of even in the rich flood-lands of Bengal. It is quite true that the Dyak method of cultivation—in the part we refer to—was peculiar. But, we may enquire, has any attempt been made to compare, systematise, and improve where needed, the modes that exist? And if not, why not? We cannot expect agricultural "farms" and colleges in Sarawak, but we can and do expect some intelligent superior direction for the more ignorant tribes. To expect a native Dyak tribe to travel and live for months a hundred miles away among strangers to carry away agricultural knowledge, is absurd. The Government must assist here; and the Government will find its reward in the increased wealth and prosperity of its subjects, and its own increased wealth and prosperity. Besides, rice, tobacco, the most magnificent indigo, the like of which in size may not be seen anywhere even in Bengal, and a variety of other valuable tropical produce, and also the best oranges on the higher ranges, may be grown—and why are they not? Next, though we did not mention it in either of the previous papers, is the enormous fruit-produce of Sarawak, nor did we mention that it ran to waste from a commercial sense; we may here refer to it. It is so. A steamer load of 20,000 durians means $5,000 in Singapore in two days!

We are drawing near the conclusion of our remarks. We would refer to the almost idylic happiness and innocency of the Dyak life as we saw it. We were not blind, and we lived with them and among them. Has any "advance" in "civilisation" during the past forty-two years—even though with Christian churches in their midst—been made at the expense of this happiness and innocency? We would also refer to the easy, inexpensive, and efficient mode of government, through the native chiefs, which was introduced by Sir James Brooke. It contented the tribes, and kept them always loyal and ready to meet any demands on them for repressing Malay insurrections and repelling possible invasion. It was an object-lesson that might well have been carried out by the Government of India in certain tracts included in the India Empire; for instance, in the Shan States of Burmah and among the hill tribes of Central and South India. But the point here is not whether the Government of India has, or has not, copied the example: but whether, during the past forty-two years, there has been more of European machinery employed in Sarawak, destroying the feeling of self-governing? If so, is it a mistake or not? Our observations and remarks are not intended, as must have been seen, to cast any manner or reproach on the Government. We have no knowledge of any shortcomings and defects. But our wish is to draw attention to the good that there was, and that it should not be lost, and also to the expansion of the mineral and agricultural industries, and the trade and commerce of the country. We part with "Sarawak" with regret though we may recur to it.—*Straits Times.*

LORD DELAMERE, HUNTER AND EXPLORER.

That mighty hunter, Lord Delamere, is shortly leaving England for Mombasa. That his lordship anticipates no especial dangers on the trip is envinced by the fact that Lady Delamere and her sister, Lady Kathleen Cole, will accompany him.

The marriage, which will be remembered as a particularly pretty one, only took place a few weeks ago at St. Paul's, Knightsbridge.

Lord Delamere started on his first trip to Africa in 1891, and his was regarded as one of the most completely enquipped expeditions that ever left England. The dining tent was 18ft. long, and the dining table 9ft., made so as to take when packed about as much room as three good-sized portfolios. Lord Delamere remained in Africa until nearly the close of 1894, his return being somewhat delayed by a fever he contracted on his way up country.

In the course of a two months' stay in Somaliland no fewer than 14 lions were killed, and their skins sent home to be prepared by Mr. Rowland Ward. Two of the specimens, each of which measured over 10ft. in length, were exceptionally fine.

Again, in 1896 Lord Delamere sought adventure in the Dark Continent, and passed beyond the limits usually visited by English sportsmen, accompanied by a doctor, a naturalist, and a photographer, and had some 200 natives as a bodyguard. For some months nothing was heard of the explorer and hunter, and some fears were entertained for his safety, but finally a letter was received from a missionary at Berbera, stating that he had received news that Lord Delamere and Dr. Atkinson were on their way thither from the interior.

They had travelled from Zanzibar to the Lakes Rudolph and Stefanie, then turned northward toward the Upper Nile. Again striking eastward, they passed the southern borders of Abyssinia, through British Somaliland to the coast, and returned safely to England in Oct. 1898.

Vale Royal, Lord Delamere's seat in Cheshire, is an interesting building, being part of the ancient convent, to which additions were made by the Holcrofts. It is of red stone, and the great hall, 73ft. in length, is hung with armour and military weapons, and the windows contain the arms of Cheshire families.—*Advocate of India.*

STONEHENGE.

An attractive solution of the purpose of Stonehenge, says a home paper, was put forward at the British Association meeting. Dr. Alfred Eddowes, addressing the anthropological section, advanced the theory that the building was a gigantic sundial. The thirty great upright stones with their intervals showed, in his opinion, that the circle was divided into sixty equal parts, the grooved stone having been used for supporting a pole, which formed the pointer of a sundial for daily observation or an indicator of the time of the year by the length of the shadow. Dr. Sebastian Evans, who presided, held that Dr. Eddowes had proved his point that Stonehenge had been used as an observatory; but Mr. Arther Evans protested against the attempt to introduce very precise and rigorous ideas into a rude monument, and contended that Stonehenge, which was on the site of an early Bronze Age cemetery, ought not to be regarded alone, but in relation to a large series of other stone monuments. One would like to know what is the date or period to which the oldest authentic sundial can be attributed.

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ETH. F. SKERTCHLY,
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Hongkong, 1st May, 1899.

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Miiki Coal Mines.
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MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.
Hongkong, 1st August, 1899 [45

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG,
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HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
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Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39

F. CAZANOVE,

BORDEAUX.

GOLD MEDALS
Bordeaux, 1862. Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

THIS ELIXIR is employed with success to restore the FORCES of the STOMACH and FACILITATES the DIGESTION.

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SANITARY SOAP. JEYES FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

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Bank Buildings.
Hongkong, 9th March, 1897. [11

SANTAL MIDY

Relieves the scalding pain at once and CURES all discharges from the genito-urinary organs in either sex in 48 HOURS

obtained from the best Mysore wood.

Santal-Midy is a specific for Cystitis

Unlike the sandal oil of the Bazars, it is superior to Copaiba, Cubeb, or Injections, and causes no inconveniences.

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Each tiny Capsule bears the name MIDY

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DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

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ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
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Apply, to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate.
Quality A......$16
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40, *QUEEN'S ROAD*,
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CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

The Share Market.

LATEST QUOTATIONS.
(November 17th.)

Banks.
Hongkong and Shanghai Banking Corporation —350 per cent. prem., sales
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$30.
Do. Do. —$30.

Marine Insurances.
Union Insurance Society of Canton, Ld.—$242.
China Traders' Insurance Co., Limited—$59.
North China Insurance Co., Ld.—Tls. 200.
Yangtsze Insurance Assoc. Ld.—$121.
Canton Insurance Office, Ld.—$135 buyers.
Straits Insurance Co., Ld.—$5.

Fire Insurances.
Hongkong Fire Ins. Co., Ld.—$330.
China Fire Ins. Co., Ld.—$87.

Shipping.
Hongkong, Canton, & Macao Steamboat Co., Limited—$29.
Indo-China Steam Navigation Company, Ld. —$82.
China and Manila S.S. Co., Ld.—$90.
Douglas Steamship Co., Ld.—$47½.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$19½.

Refineries.
China Sugar Refining Co., Ld.—$130.
Luzon Sugar Refining Co., Ld.—$47.

Mining.
Punjom Mining Co., Ld.—$9 buyers.
Do. Preference Shares—$1.50.
Société Française des Charbonnages du Tonkin—$300 buyers.
Queen Mines, Limited—$0.47½.
Jelebu Mining and Trading Co., Ld.—$14.50 sales.
Raub A'lian Gold Mining Co., Ld.—$64.
Olivers Freehold Mines, Ld.—(A) $9 buyers.
Olivers Freehold Mines, Ld.—(B) $7.
Great Eastern and Caledonian Gold Mining Co., Ld.—$1.50.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ld.—530 per cent. prem.—
Hongkong and Kowloon Wharf and Godown Company, Limited—$87½.
Wanchai Warehouse and Storage Co., Ld.—$45 buyers.
New Amoy Dock Co., Ld.—$18½.

Lands, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ld. —$9.50 buyers.
Hongkong Land Investment and Agency Co., Ld.—$112.
Kowloon Land and Building Co., Ld.—$28.
West Point Building Co., Ld.—$30.
Hongkong Hotel Co., Ld.—$125.
Humphrey's Estate and Finance Co., Ld.—$10.

Miscellaneous.
Green Island Cement Co., Ld.—$28½.
China-Borneo Co., Limited—$10½ buyers.
A. S. Watson & Co., Limited—$16.25.
Hongkong Electric Co., Limited—$10½.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$189.
Geo. Fenwick & Co., Ld.—$42.
Hongkong Ice Co., Ld.—$125.
Hongkong High-Level Tramways Co., Ld.—$147½.
Dairy Farm Co., Limited—$6.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$15 buyers.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited.—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$60.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 62½.
International Cotton M'fg. Co., Ld.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 77½.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$4 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

OPIUM QUOTATIONS.

Hongkong, 17th November.

New Patna	897½	per chest.
New Benares	870	"
New Malwa	870	per picul.
Old Malwa	880/885	"
Persian, paper tied	820	"

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Mr. P. C. Denroche	
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Misses Fassett (2)	Mr. H. Simmins
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Major and Mrs. Griffin	Mr. Torin
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Mrs. Jackson	Mrs. J. Williamson
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Staff-Surgeon and Mrs. W. E. Home	Mr. O. D. Thomson
	Mr. G. H. Wheeler
Mrs. Iburg	Mr. A. G. Wood
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Miss Ormsby	
Mr. and Mrs. Von der Pfordten	Mrs. Simmonds
	Consul Volpicelli
Miss Lillie Von der Pfordten	Madame Volpicelli

EXCHANGE.

Hongkong, 17th November.

ON LONDON, Telegraphic Transfer...1/11 5/16
" Bank Bills, on demand 1/11½
" Credits, 4 months' sight 1/11½
" D'ments, 4 months' sight 1/11 3/8
ON BERLIN, (demand) ......M. 1,99
ON PARIS, Bank Bills, on demand 2.45
" Credits, 4 months' sight 2.50½
ON NEW YORK, Bank Bills, on demand ...47½
" Credits, 30 days' sight 48½
ON BOMBAY, Telegraphic Transfer 144½
" On demand 144½
ON SHANGHAI, Telegraphic Transfer 71½
" Private, 30 days' sight 72½
ON YOKOHAMA, T.T. ......4½ per cent. prem.
Sovereigns, Bank's Buying Rate $10.33
Gold Leaf 100 touch, per tael 53.65
Bar Silver 27½
Dollars ......5 per cent. prem.

VESSELS IN PORT.

Steamers.

ALGOA, British steamer, 4,896, F. G. Hansford, 15th Nov.,—Moji 10th Nov., Coal.—P. M. S. S. Co.
AMARA, British steamer, 1,705, C. J. Mattock, 15th Nov.,—Samarang 3th Nov., Sugar.—Jardine, Matheson & Co.
BENLARIG, British steamer, 1,487, R. Kroble 7th Nov.,—Moji 2nd Nov., Coal.—Gibb, Livingston & Co.
CATHERINE APCAR, British steamer, 1,730, J. G. Olifent, 13th Nov.,—Calcutta 28th Oct., Penang and Singapore 6th Nov., General. —David Sassoon, Sons & Co.
CHANGSHA, British steamer, 1,463, T. Moore, 16th Nov.,—Japan 11th Nov., General.—Butterfield & Swire.
CHOWFA, British steamer, 1,050, J. Williamson, 15th Nov.,—Bangkok 6th Nov., General.—Butterfield & Swire.
CULGOA, American transport, 1,140, Comdr. J. W. Carlin, U.S.N., 20th Oct.,—Manila 17th October.
EMPRESS OF INDIA, British steamer, 5,904, O. P. Marshall, R.N.R., 1st Nov.,—Vancouver 10th Oct., and Shanghai 29th, Mails and General.—C. P. R. Co.
EQUATORIA, Belgian str., 1,236, W. Williams, 22nd Oct.,—Swatow 21st Oct., Ballast.—Lauts, Wegener & Co.
HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 6th Nov.,—Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., General.—Melchers & Co.
HOIHAO, French steamer, 509, J. C. Gerard, 16th Nov.,—Pakhoi and Hoihow 15th Nov., General.—A. R. Marty.
IDZUMI MARU, Japanese steamer, 2,092, M. J. Curhow, 13th Nov.,—Moji 7th Nov., General.—Nippon Yusen Kaisha.
KUTSANG, British steamer, 1,495, R. C. D. Bradley, 15th Nov.,—Java 4th Nov., Sugar. —Jardine, Matheson & Co.
MONGKUT, British steamer, 859, N. G. Majer, 14th Oct.,—Koh-si-chang 2nd Oct., Rice.—Yuen Fat Hong.
NANKIN, British steamer, 2,557, C. H. Bennett, R.N.R., 14th Nov., Bombay 25th Oct., and Singapore 7th Nov., Cotton and Twist. —P. & O. S. N. Co.
PHRA NANG, British steamer, 1,021, A. S. Calder, 12th Nov.,—Bangkok 3rd Nov., Swatow 11th, Rice.—Yuen Fat Hong.
PRONTO, Norwegian steamer, 950, Muller, 15th Nov.,—Canton 15th Nov., Ballast.—Harling, Buschmann & Menzell.
SIBIRIA, German steamer, 3,320, F. Brann, 12th Nov.,—Kuchinotzu 8th Nov., Coal.—Carlowitz & Co.
SUEVIA, German steamer, 4,129, Th. Fœrck, 14th Nov.,—Moji 8th Nov., Coals.—Carlowitz & Co.
TETARTOS, German steamer, 1,574, T. Desler, 14th Nov.,—Moji 9th Nov., Coal.—Siemssen & Co.
UNDAUNTED, British steamer, 2,026, S. Elcoale, 9th Nov.,—Philadelphia 8th Sept., Kerosine Oil.—Order.

Sailing Vessels.

ADOLPH OBRIG, American bark, 1,302, Armsbury, 17th Oct.,—New York 5th May, Case Oil.—Standard Oil Co.
LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,—Callao Peru 21st July, Iron.—Order.
MARY L. CUSHING, American bark, 1,540, Pendleton, 1st Oct.,—New York 16th May, Case Oil.—Order.
RETRIEVER, British schooner, 96, Parker, 8th Sept.,—Honolulu 16th July, Ballast.—Order.
REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,—New York 30th May, Case Oil. —Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine Islands 22nd Aug., Ballast.—Order.
ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept.,—Manila 13th Sept., Ballast.—Reuter, Bröckelmann & Co.
ST. MARK, American ship, 1,861, D. W. Dudley, 7th Nov.,—Manila 19th Oct., Ballast.—Master.
STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,—New York 20th May, Kerosine Oil.—Standard Oil Co.
WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall.
WEST YORK, British bark, 706, N. S. Faister, 9th Nov.,—Albong, W.A. 4th July, Sandal Wood.—Order.
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,—New York 7th May, and Rio Janeiro 11th July, Kerosine,—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, November 17th, 1899.

Alacrity, despatch-vessel, 1,725 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., Nagasaki.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, Shanghai.
Centurion, 1st class battleship, 10,500 tons, 14 guns, 13,000 i.h.p., Captain J. R. Jellicoe, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Shanghai.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. R. S. D. Cumming, Hongkong.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Shanghai.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hongkong.
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Wei-hai-wei.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Hongkong.
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Hongkong.
Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Wei-hai-wei.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtsze.
Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Italian.

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Cali, Shanghai.
Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Chefoo.
Liguria, Italian cruiser, 4,500 tons, Captain Casella, Singapore.
Piemonte, Italian cruiser, 2,800 tons, 12 guns, Captain Giuliani, Hongkong.
Stromboli, Italian cruiser, 3,359 tons, 36, guns, 6,252 h.p., Captain Bregante, Shanghai.

Miscellaneous.

Kaiserin Elizabeth, Austrian cruiser, 4,500 tons, 9,000 i.h.p., Capt. Julian, Singapore.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.
Presidento Sarmineto, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.
Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Nagasaki.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Yenish, at Nagasaki.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Nidermiller, at Nagasaki.
Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostock.
Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Nagasaki.
Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Chemulpo.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlald, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strausz, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungurl, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
† Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.
Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Capt. Ternet, at Chefoo.
Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.
Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.
Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motel, Hongkong.
Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.
Vouban, French flagship, 6,150, Capt. Boutet at Haiphong.
Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.

† Flagship of Rear-Admiral Gigault de Bedolljier.

THE GERMAN SQUADRON.

*Deutschland**, German battleship, 8,400 tons, 38 guns, 5,360 h.p., Capt. Müller, at Hongkong.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Kiaochow.
Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Hongkong.
Iltis, German gunboat, 10 guns, 1,600 h.p., Captain H. H. Lans, on the Yangtsze.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Kiaochow.
Jaguar, German cruiser, Captain Kinderling, at Kiaochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.
Moewe, German surveying vessel, 970 tons, Captain Merton, at Samoa.
Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.

* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. Geo. W. Pigman, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply-ship, Lieut.-Comdr. J. B Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier, Lieut. L. A. Kaiser.
Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, Master A. M. Whitton.

Post Office.

A Mail will close:—

For Hoihow and Pakhoi—Per *Hoihao* to-morrow, the 18th instant, at 8 A.M.
For Saigon—Per *Pronto* to-morrow, the 18th instant, at 10 A.M.
For Singapore—Per *Sibiria* to-morrow, the 18th instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Sydney* to-morrow, the 18th inst., at 11 A.M.
For Singapore, Penang and Calcutta—Per *Catherine Apcar* to-morrow, the 18th instant, at 2 P.M.
For Singapore and Penang—Per *Suevia* to-morrow, the 18th instant, at 2 P.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha* to-morrow, the 18th instant, at 3 P.M.
For Shanghai—Per *Nankin* to-morrow, the 18th instant, at 5 P.M.
For Kongmoon, Samshui and Wuchow—Per *Samshui* on Monday, the 20th inst., at 4 P.M.
For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *City of London* on Tuesday, the 21st instant, at 11 A.M.
For Manila—Per *Diamante* on Tuesday, the 21st instant, at 3 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India* on Wednesday, the 22nd inst., at 11 A.M.
For Manila—Per *Yuensang* on Wednesday, the 22nd instant, at 3 P.M.
For Kongmoon, Samshui and Wuchow—Per *Wuchow* Wednesday, the 22nd inst., at 4 P.M.
For Shimonoseki and Kobe—Per *Chingtu* on Wednesday, the 22nd instant, at 5 P.M.
For Kongmoon, Samshui and Wuchow—Per *Samshui* on Friday, the 24th instant, at 4 P.M.
For Europe, &c., India, via Tuticorin—Per *Bengal* on Saturday, the 25th inst., at 11 A.M.
For Nagasaki, Kobe and Yokohama—Per *Rohilla* on Saturday, the 25th inst., at 3 P.M.
For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Monday, the 27th inst., at 4 P.M.
For Kongmoon, Samshui and Wuchow—Per *Samshui* on Wednesday, the 29th instant, at 4 P.M.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 36 guns, 14,000 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.
Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.
Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.
Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.
Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tenriu, 1,550 tons, 10 guns, 1165 h.p.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko.
Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maya, 620 tons, 10 guns, 700 n.p.
Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan.
Soko, 572 tons, 4 guns, 400 h.p.
Iwaki, 600 tons, 6 guns, 400 h.p.
Chinto, 490 tons, 5 guns 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats.

Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boots (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,550 tons, 10 guns, 800 h.p.
(used as gunnery traning ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p.
(used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns.
(used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns.
(used as torpedo training ship.)

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, —Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,800, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, J. J. Lossieres, —Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.
Cheung Kong, V. Kuh, 58,—Kwong Wan S.S. Co.
Lil, American lorcha.
Wuchow, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.
Samshui, British steamer, Summers,—Hongkong, Canton Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

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